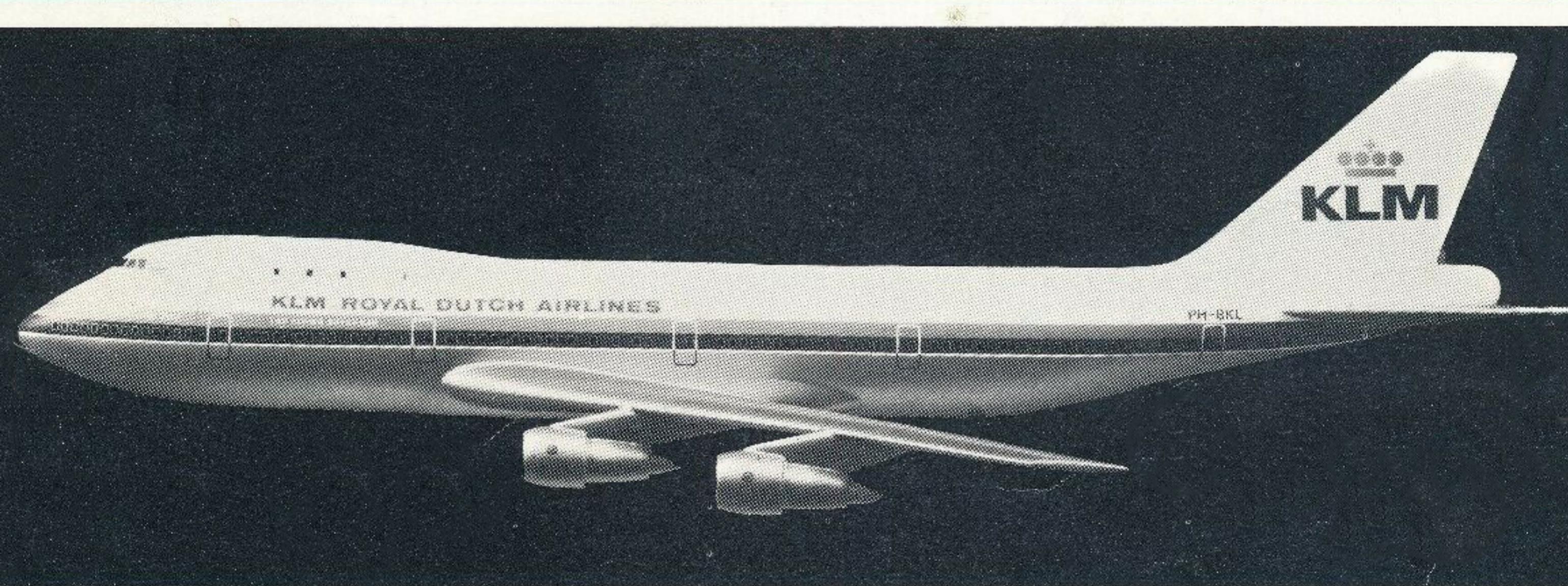


fact sheet

**Flying the Difference on ...
KLM's BOEING 747 B**



KLM

The fact is . . .

'The bigger, the better' doesn't always follow, but on its 747Bs KLM has made sure that it does, improving still further on the undoubted benefits of this superjet wherever possible.

FOR THE PASSENGERS:

Entrance doors

- are wide enough (1.06 m, 46.25 ins) for two people to walk on board side by side
- are plentiful, ten in all
- are spaced conveniently along the plane: one on each side of the five cabins on the main deck
- are an indication of the general 'roominess' that awaits passengers on board

Aisles

- open out into spacious reception areas near the entrance doors
- open up the plane, two aisles (53 cm, 20.9 ins wide) run along its entire length, one either side
- open up the cabins for easy walking to and fro across them: **nine** aisles, some extra wide, run across the plane in KLM's Economy Class
- open the way for speedy access to the nine galleys and thirteen toilets on a KLM 747B, more than on most other carriers

- open up the opportunity to saunter round and 'stretch one's legs'

Cabins

- have high ceilings (2.44 m, 8 ft), allowing room for a passenger to stand up wherever he/she may be sitting
- have a generous width (6.15 m, 20 ft) and near-vertical side walls
- have the 'feel' of well-proportioned rooms, one in First Class and four in Economy Class
- have natural light and plenty of 'view' from the 182 windows on a 747B

Seats

- are 15% wider, than on any other type of jet aircraft in the air today — yet offer more leg space and arm-rest room
- are nine abreast (in Economy Class): 2 / 2 + 2 / 3
- are more frequently 'aisle' or 'window' seats (i.e. a higher percentage) than on any other type of plane
- are different colours in each cabin
- are available in non-smoking and non-viewing areas if required
- are supplied, on the arm panel, with all the aids needed to control in-flight entertainment* . . . no need for passengers to reach overhead while relaxing

Lounge

- has its own bar and attendant
- has its own toilet
- has its 16 seats — settees and swivel chairs — attractively grouped
- has eight of its seats fitted with seatbelts, so that they can be used at take-off and landing

In-Flight entertainment*

- caters for a wide range of tastes on its eight audio channels (mono and stereo): From Latin-American to typically Dutch music, and from pop to classical concerts
- caters for a wide range of ages: restful music for our older travellers and an English-language programme to amuse the children
- caters for a wide range of listening time: classical and pop concerts (both stereo) each last for two hours, others are shorter . . . a total of 12 hours listening
- caters for a wide range of outlook by showing a film programme, lasting up to 2 hours, that everyone can enjoy . . .

Meals

- are served before the film, allowing a restful meal
- are served from 18 high-speed ovens and 13 refrigerators, in 9 galleys
- are served off 37 small trolleys — only 30.5 cm wide, to avoid aisle congestion

Overhead stowage

- means no hand luggage strewn on the floor or wedged under the seat; meals, music and movie can be enjoyed more comfortably
- means no need to 'keep an eye on' possessions, containers (40 lbs capacity) are fully enclosed
- means easier movement into and out of a seat, no more tripping over

Communication

- via the 12 telephones on KLM's 747B keep the cabin and cockpit crews constantly in touch with each other and able to attend swiftly to passengers' needs
- via the passenger address system keeps travellers pleasantly informed of details concerning the flight

Atmosphere

- is fresh and airy, 900 kgs of clean air are pumped in every three minutes to air condition the cabins
- is restful because the engine has special modifications to make

* by Inflight Motion Pictures Inc.



- it quieter than those of other modern aircraft
- is relaxed and comfortable . . . the sophisticated design of the 747B allows a 1-minute take-off, smooth flight and soft landing

In fact . . .

KLM's 747B is an ideal plane on which to travel and "Fly the Difference".



The fact is . . .

Its stability and smoothness at all stages of flight are as notable as its size.

EQUIPMENT AND COMPONENTS:

Electronic equipment

- there's a total of 14 computers on KLM's 747B ! ! !
- there's the Inertial Navigation System (INS) masterminding the navigation, keeping the pilot informed of his precise position; together with the Autopilot system, this enables course corrections to be made en route and the plane brought, automatically, to its destination point.
- there's the Fail Ops System (exclusive to KLM) in 5 of our aircraft, making it possible for the plane to land in poor weather conditions
- there's the Airborne Integrated

Data System controlling and recording the performance of many of the systems on board . . . records that are of immense use during overhauls.

Engines

(Pratt and Whitney JT9D-3w)

- have immense power and KLM's B version of the 747 has a thrust of 20,400 kgs (45,000 lbs) — more than twice that of a DC-8 — allowing a take-off weight of approx. 350,000 kgs (770,000 lbs)
- have a 2½ minute injection of distilled water (340 litres) during take-off enabling them to maintain maximum thrust
- have a much quieter performance during take-off, cruising and landing than other jets . . . the result of sound absorbers in the engine cowling, a reduced front-fan speed; and the removal of the inlet guide vanes
- have a clean burn, giving almost not visible exhaust

Fuel

- consumption at take-off is 500 litres (130 U.S. gallons)
- consumption, while cruising, is approx. 13,500 litres (2050 U.S. gallons) per hour
- consumption of the 747B is drawn from a staggering 193,000 litres (51,000 U.S. gallons)

capacity, just about enough to send a family car 30 times around the equator

Range

- is longer for KLM's 747B than for the 747: an *additional* range of 1300 kms (800 miles)
- is 8000 kms (5000 miles), with a full load of passengers and cargo

Speed

- at lift-off, which takes 1 minute, is 300 km/h (190 m.p.h.)
- at a height of 10 kms (33,000 ft) with a weight of 272,000 kgs (600,000 lbs) is 900 km/h (570 m.p.h.), while cruising
- at cruising maximum, is 980 km/h (610 m.p.h.)

Operating weights

- maximum, take off: 351,000 kgs (773,000 lbs)
- maximum landing: 256,000 kgs (564,000 lbs)
- operational empty weight: 170,000 kgs (375,000 lbs)
- payload: 50,000 kgs (110,000 lbs)

Dimensions

- length : 70.51 m (231 ft 4 ins)
- wingspan : 59.64 m (195 ft 8 ins)
- tailspan : 22.17 m (72 ft 9 ins)
- tail height : 19.33 m (63 ft 5 ins)



Fuselage

- its length is more, so we've reliably been told, than the Wright brothers' first flight!
- its immense size helps to give the plane its steady feeling in flight
- its cockpit [8.84 m (29 ft) above the ground] is provided with panoramic views for the pilot, co-pilot and flight engineer

Wings

- the huge wing span, together with the expanse of fuselage, makes especially smooth landings possible for the 747B . . .
- the leading edge flaps (operated pneumatically) are of advanced design and, with the trailing edges, add 28% to the wing area when fully extended.

Landing gear

- has 18 wheels, so precisely situated that a runway undergoes no more stress when a 747B lands than when a DC-8 does
- has a weight of 11,340 kgs (25,000 lbs) — as heavy as a fully loaded DC-3

Tail

- is proportionally very large and gives the plane its basic stability
- is the site of an auxilliary power unit . . . that does away with the need for the familiar "start cart",

air-conditioning truck and electrical power truck, which would otherwise be needed to service the plane

Lower deck: luggage and freight area

- is divided into three convenient compartments
- is designed to carry restricted packages and animals, as well as passenger baggage and cargo
- is able to accommodate bulky cargo: main access doors are 158 x 264 cm (66 x 104 ins)
- is equipped in the two main compartments with rollers and powered rubber wheels . . . movement of pallets and containers is fully mechanized; passenger baggage is efficiently moved in half-width container loads of 50 suitcases each
- is capable of carrying up to 132.4 cu. m. (4677 cu. ft) of freight, depending on the season . . . *in addition to* the baggage of a full passenger load

Ground equipment

- completes the unloading and servicing and re-loading of a 747B — for 353 passengers and cargo — in 60 minutes

It's a plane that captures the imagination and we could go on describing it forever — but we

won't! We'll just mention that the home-base of KLM's 747Bs, *Amsterdam International Airport*, has a fully equipped wing exclusively for "747 travel": a waiting lounge for 400 people, at each departure gate; coffee counters; tax-free shopping; travellators (rolling side walks), etc.

In fact . . .

It's a magnificent plane wherever your interest lies — agent or airline — there's something about a KLM 747B to set everyone talking . . . and flying.

